

**BY ORDER OF THE COMMANDER
AEROSPACE MAINTENANCE AND
REGENERATION CENTER**



AIR FORCE INSTRUCTION 91-204

**AEROSPACE MAINTENANCE AND
REGENERATION CENTER**

Supplement 1

19 March 1998

Safety

SAFETY INVESTIGATIONS AND REPORTS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This supplement prescribes procedures for AMARC Safety Investigation and Reports. It applies to all AMARC personnel.

AFI 91-204, 20 February 1998 is supplemented as follows:

11.3.1(ADDED). The AMARC Commander (CC) will determine reportability of salvaged aircraft damage based upon status of the aircraft. Typically aircraft which have been salvaged no longer have a monetary value other than scrap.

11.4.2.3(ADDED). The government motor vehicle (GMV) will not be moved prior to the arrival of the safety specialist. Damaged vehicles which present a further hazard by virtue of the location, may be moved prior to arrival of the safety specialist upon recommendation of the Plans and Programs, Vehicle Control Officer (XPXV), AMARC Security Officer (CCS) or security policeman on scene. The need for photographs should be considered prior to moving the vehicles.

The aircraft involved will be immediately impounded IAW AMARCI 21-114, *Impoundment Procedures*. The safety investigator in conjunction with the impounding official will control access to the damaged aircraft. Maintenance actions on the aircraft and/or associated equipment will only be accomplished with the approval of the investigating officer.

The AMARC Safety Officer (CC-SE) will appoint a qualified individual to conduct the investigation. This individual will have maintenance experience but will not normally be assigned to the directorate and or division in which the incident occurred. The investigating officer will be released of all normally assigned duties. In addition, the investigation report will be routed directly to CC-SE for entering into the Aerospace Safety Automated Program (ASAP) prior to coordination within the center and final distribution.

14.3.1(ADDED). The foreign object damaged (FOD) aircraft/engine will be immediately impounded IAW AMARCI 21-114. The appointed investigator in conjunction with the impounding official will control all access to the FOD aircraft/engine until the investigation is completed. Maintenance actions on the aircraft and or engine will only be accomplished with the approval of the investigating officer.

14.3.1.1(ADDED). The FOD Prevention Officer may assign a qualified individual to assist in the FOD investigation. However, all data collected will be handled IAW AFI 91-204.

14.3.2.2(ADDED). A copy of the final mishap report will be provided to HQ AFMC/LGP, IAW AFMCI 21-122, *Foreign Object Damage Prevention Program*.

16(ADDED). Mishap photographs will be turned over to the safety office for review. Photographs will be released for non-safety related activities only upon approval of AMARC Commander or designated representative.

OFFICIAL

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